
Group 3 Safety Newsletter

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5-Year Aircraft Accident Trends:

Recently, I provided the Safety Process Action Group with an analysis of CAP's aircraft accidents from the last 5 years. In all, 23 accidents were examined. Some of the results

172 and 202 C-182 aircraft. Even though we have more C-182 recorded most of the accidents – 10 in all. This is partially due to the more nose heavy characteristic as compared to the C-172, which can result in hard nose wheel landings. 9 C-172, 3 gliders and 1 MT-7 were also involved in accidents. 3 cadets were at the controls during accidents. The remainder were senior members. The average age of our accident pilots was 52. If you look at the average age of just the senior members, the average age was 57. The full spectrum of CAP flying activities was represented over the last 5 years. However, proficiency sorties took the number one spot with 7 accidents followed by flight encampments with 4. Not surprising was the fact that Private Pilots were involved in most of the accidents – 8 in all. However, 5 CFIs, 4 ATPs and 3 Commercial Pilots were also involved. Only 3 Student Pilots made the list. Although somewhat skewed by a couple of high time, career pilots and the 3 low time student pilots the average number of flight hours for our accident pilots was 2,798. If the six pilots described above are not considered, the average number of flight hours becomes 1,470. The average flight time per pilot for the three months immediately preceding their accidents was 26. Similar to general aviation statistics, the vast majority of CAP's aircraft accidents occurred during the landing phase of flight – 13 in all. 7 occurred during cruise, 2 during taxi and 1 in the climb. Some troubling trends are: 3 accidents that involved medications not authorized during flight, 3 episodes that involved known "rogue" pilots that continued to fly unchecked until they had an accident, and 2 cases of fuel exhaustion. These all signal a trend of deficient airmanship and professionalism. Airmanship has been defined as a combination of discipline, skill and proficiency. All 23 accidents in the last five years showed deficiency in one or more of these critical professional pilot characteristics.

Excerpt from December 2002 issue of "The Sentinel"

Group 3 Safety Seminar

Plans are underway for a safety seminar geared towards CAP flying to be held on Sunday, **March 23** at Mercer County Community College. This session will begin at approximately 10:00 am and last until approximately 4:00. We will start off with some basic CAP related issues addressing the past year's CAP flying record and other information beneficial to CAP aircrews. At noon will begin two presentations from the FAA. The first will focus on low level flying and mid air collision avoidance. Included in this are details from the 2001 midair collision over Trenton NJ. The other will be on fuel management. All CAP aircrews (pilots, observers, scanners, etc) are **STRONGLY** encouraged to attend. We are also encouraging any other CAP members that find themselves in aircraft including cadet student pilots to attend as well.

The safety seminar is being held in conjunction with the Philadelphia FSDO's annual Survival weekend which begins Friday March 21. The schedule is available on the program announcement or on the FSDO's website at <http://www.faa.gov/fsdo/phl> Also, the event's webpage is <http://faaflyingclub.homestead.com/files/Survival.pdf> All CAP members are encouraged to attend this event if possible. This is a great program and focuses on why many of us are in CAP to begin with. Also, survival skills are required since we may find ourselves in the middle of nowhere looking for someone else. Attending the Survival Weekend will satisfy any 101 card requirements for survival training. Any questions regarding that issue or any others can be directed towards myself.

There are also plans for a second safety seminar to be held at Reading in October. The current plan is to have a similar presentation as the one in March, depending on FAA speaker availability.

The Group 3 Safety Newsletter is a publication of the Group 3 Safety Section.
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